



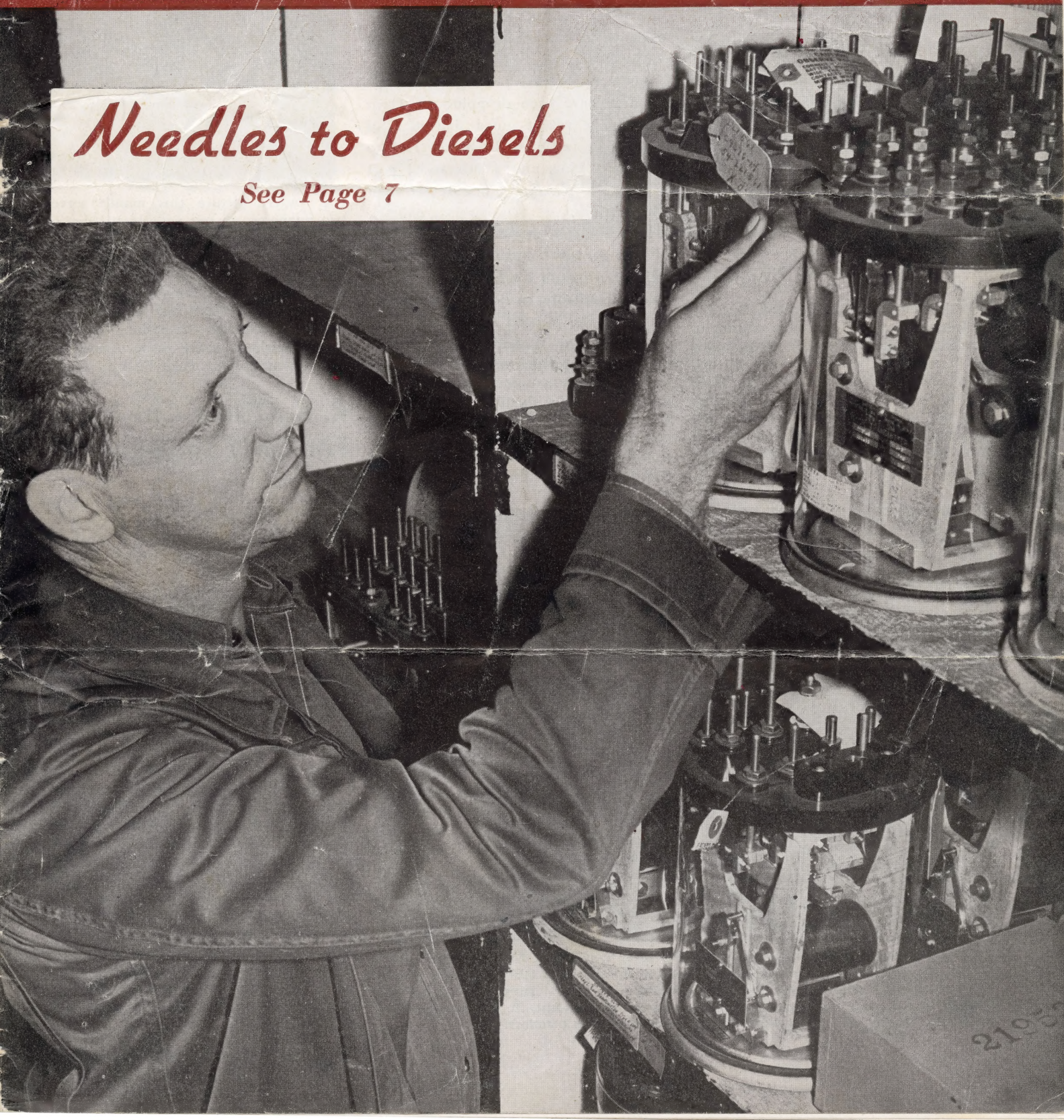
LONG ISLAND RAILROADER



OCTOBER, 1952

Needles to Diesels

See Page 7



Trustee Defers Action on Plan To Abandon Part of Montauk Line

Trustee William Wyer has announced that he has made no decision on the recommendation of the railroad Study Committee that the 61.9-mile long segment of the Montauk Branch between Patchogue and Montauk be abandoned.

After receiving the committee's report which said the railroad loses close to half a million dollars a year in operating the line, the Trustee noted that another study on how alternate bus transportation may be provided was nearly complete and would be issued shortly. Then he said:

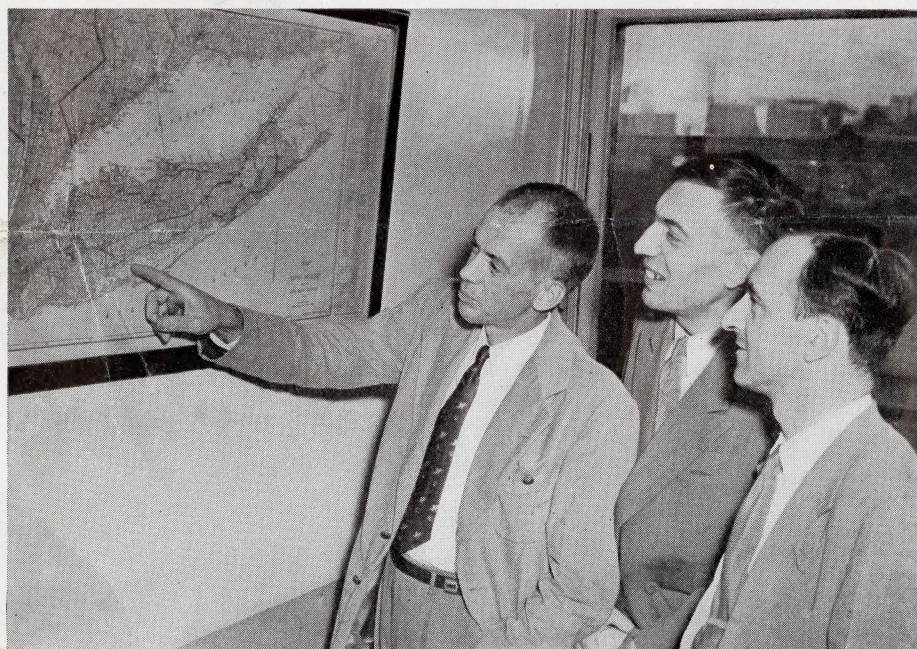
"I have reached no decision as to what action will be taken in this matter. I do not intend to make a decision until the report on alternate bus service is available and until I have had an opportunity to discuss both reports with the interested parties."

"Interested parties" include officials of East End communities who have asked the Trustee for conferences before any abandonment action is taken. Mr. Wyer said he would set a date for meetings with the officials after the bus study has been distributed. Each official in the area is being supplied with copies of both reports.

The study committee report showed that if the railroad had not been operating the Patchogue-Montauk line in 1950, there would have been a net cash saving of \$493,381 on the basis of current revenue and expense levels. The saving on the same basis for 1951 would have been \$458,903.

Both freight and passenger traffic on the line have been dropping in recent years. The report noted that most of the freight traffic would be diverted to the Main Line, and a substantial part of the passengers also would use Main Line stations.

An abandonment would not mean loss of jobs for any employees under the so-called Burlington conditions, which provide that suitable positions be found elsewhere on the railroad for any employee whose jobs may be abolished by an abandonment or else that their pay continue for four years or until other positions can be found for them. It is anticipated that if an abandonment does take place, retirements and other shifts in personnel would permit absorption of all those who might be directly affected.



VISITORS FROM ABROAD—Engineer, Maintenance of Way, Frank Aikman Jr. shows two officials of the French National Railroads the routes of the Long Island during a visit to the Jamaica office recently. At right is Pierre Deshayes, general representative in North America, and in center is Charles Fyrabend, assistant vice president, M. W., of the French roads. The French officials are studying American railroading practices.

WHERE AM I?



Our puzzle picture this month serves two purposes—to test your knowledge of the road and also to show the Sperry Rail Car at work. The Sperry car is used every year to check all main trackage for invisible flaws. The Long Island has an enviable record—far fewer flaws per mile of track tested than the national average. Car is finished for the year. Answer to Where Am I? is on Page 15.

R. R. Offers Cut Fares For Early Showgoers

As part of an extensive program to develop additional traffic in off hours on the railroad, special excursion fares have been established in connection with arrangements of nine New York City theaters to advance their Monday night curtain time to 7 p.m.

The new fares went into effect on Oct. 6, offering a round trip to Pennsylvania Station for the cost of a one-way fare plus 25 cents, with a minimum of \$1. The special tickets, which are not being sold aboard trains, are good on scheduled trains arriving at Penn Station at or after 3 p.m. and leaving Penn Station at or after 9 p.m.

The special fares apply for all stations between Hillside and Ronkonkoma, Port Jefferson, Oyster Bay and Hempstead, on the West Hempstead, Long Beach and Far Rockaway-Rockaway Park branches, between Cedar Manor and Patchogue on the Montauk Branch, between Bayside and Port Washington and between Aqueduct and Hamilton Beach, all tickets reading to Pennsylvania Station. Persons whose home station is not open at time of departure or is not manned by an agent may buy the special tickets at Pennsylvania Station, Flatbush Ave. and Jamaica.

Bad Weather Ahead Demands Greater Vigilance for Safety

By Edwin K. St. Clair

Safety Director

After a bad start this year, with 17 lost-time accidents rolled up in January, our safety performance record settled down somewhat and ran along through August with a fairly constant record. During that period we had great extremes of weather conditions. Then came September, the month during which Mother Nature was at her kindest.

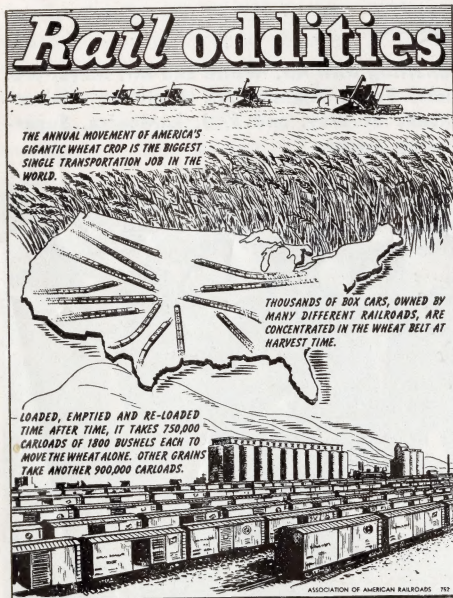
We had every reason to expect our safety performance would be at its best, with no extremes of hot or cool weather to bother us, and with many hours of daylight under which to perform our duties. The result? A total of 16 lost-time accidents, the highest number since January. True, they were all comparatively minor, but they were still accidents.

The station forces had their first of the year and the Division Operator the first in several years.

Only Two at Night

Only two took place at night. The other 14 happened during broad day-

Continued on Page 16



Tip to the menfolks: If you and the missus go shopping together, steer her away from any displays in vermilion red, sun yellow or emerald green. Surveys show they have more "saleability" than any other colors. Women can't resist 'em.

OCTOBER, 1952



LAST RUN—Conductor William S. Howard, with 49 years of service to the Long Island, receives congratulations of Assistant Passenger Trainmaster H. J. Kurth and Engineman Walter Stefenson as he winds up his career. Mr. Howard started as a car cleaner in April, 1903, became a trainman a year later, a collector in 1906 and conductor in 1914.

Resume Showing Of Safety Film

Showing of the railroad's special film, "Safety Comes First," to children in schools throughout Brooklyn, Queens, Nassau and Suffolk counties has begun again.

Patrolman Charles Schneider of the railroad Police Department has taken over the job of teaching youngsters the dangers in playing on or near the railroad tracks, with special emphasis on the damage and injuries that can result from throwing stones at trains. Jack Campbell, who has been promoted to sergeant, did the job last year.

The program is definitely producing results, with fewer stonings of trains this year than last, and fewer reports of youngsters trespassing on the property. Patrolman Schneider reports he is nearly always booked up two to three weeks in advance.

Sorry!

F. V. Elias, agent at Farmingdale, called us on the "Where Am I?" answer in the August issue. The water tower in the distance was not at Republic Aviation; it belongs to the village of Farmingdale. We'll take one felt-lined brownie for the error.

Speed Control Goes Into Service on L.I.C. - Jamaica Line

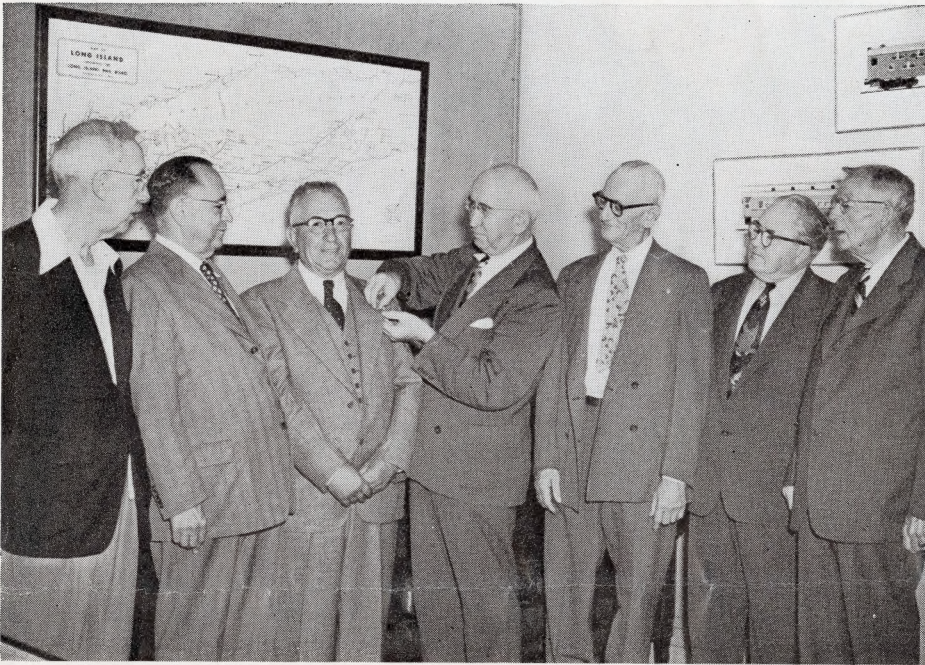
The newest segment of the railroad's \$6,000,000 Automatic Speed Control program went into service without fuss or fanfare at 12:01 a.m. October 10 on the Main Line between Long Island City and a point about 600 feet west of Jay Tower at Jamaica.

Work meanwhile is being pushed on completion of the complicated installation on the Main Line from Jamaica to Mineola and on the Hempstead Branch from Floral Park to Hempstead. The entire project, which includes equipping of a total of 355 cars and nearly all engines with electronic pick-up devices and cab indicators, is scheduled for completion next Spring.

Nearly 300 cars already have been equipped, and all but a few switchers in the 66-unit Diesel locomotive fleet have been rigged for speed control operation. The car program is scheduled to be completed in December, with 345 cars turned out since the program started a little over a year ago. However, 10 additional double-deck cars will be given the speed-control treatment next Spring, when they are due to be shopped for other work giving them higher acceleration and deceleration rates in preparation for their use with the 20 new cars expected to be delivered by the end of next year.

The Long Island's speed control program is one of the most complicated installations of its kind in the country. When completed it will make the railroad one of the safest in the world.

50-YEAR BUTTON AWARDS



Formal presentation of 50-year buttons is made by Chief Operating Officer J. Frank Doolan. Left to right are G. C. Sprague, leverman; George Meyer, terminal freight agent at East New York; Michael White, section foreman; Mr. Doolan, S. P. Doxsey, W. E. Cassidy, both engineers, and W. S. Overton, conductor. Ceremony took place in Mr. Doolan's office.



Train Director L. C. Buckbee gets his button from Mr. Doolan while Irving Chaires, general chairman, Order of Railway Telegraphers; Division Operator B. J. Bower, and Superintendent H. B. Stetson look on.



←
Chatting with Mr. White and Mr. Meyer are, left, Frank Aikman Jr., Engineer, Maintenance of Way, and J. J. LaMonica, Supervising Agent.



The group poses for a family portrait in Mr. Doolan's office after presentations. Seated, left to right, are Mrs. White, Mrs. Cassidy and Mrs. Doxsey. Mrs. Meyer is beside her husband, and Mr. Doxsey's daughter is next to him. In right photo, made during



separate ceremony later same day, Sept. 19, Mr. Buckbee receives congratulations from Mr. Doolan while his wife, daughter and son watch proudly. Mr. Doolan, in brief remarks, noted the variety of jobs represented and the importance of each to a well-run railroad.

117 YEARS OF— Long Island Railroading

Part IV

In 1876, a general program of economy was effected through elimination of some of the parallel lines of the various railroads on Long Island. The old Long Island line to Hempstead from Mineola was abandoned from Hempstead Crossing (now Garden City) to Hempstead and trains were run by way of the Stewart line into Hempstead. Then a connecting curve was put in at Hempstead Crossing, linking the Stewart line with its Hempstead branch, and that is the route the Hempstead trains follow today.

Meanwhile, expansion of the Long Island's routes in other parts of the Island was under way. The Hicksville & Cold Spring Branch Railroad was built from Hicksville to Syosset in 1854. It was promptly leased to the Long Island, and finally was sold to the bigger road in 1863. Syosset at that time was a busy terminal and people came from Huntington and Northport in their carriages to take the trains from Syosset. The community became a social center of the North Shore and enjoyed its prestige for many years.

Then a few wealthy members of the Jones family of Cold Spring Village, which has since become known as Cold Spring Harbor to avoid confusion with the village of Cold Spring up-State, undertook to grade the railroad to their community on the harbor. The job was completed in 1862, the route entering Cold Spring Harbor along the west side of the stream and mill ponds where the State Fish Hatchery is now located. The Jones family and the railroad could not agree on the arrangements for a terminal, however, and the railroad finally abandoned the idea of going into Cold Spring at all. No rail ever was laid on the route, which included some tortuous curves and grades.

Huntington By-Passed

When the railroad eventually was extended from Syosset to Northport, the route was far inland and Cold Spring never obtained a railroad station.

A somewhat similar situation arose at Huntington. In 1867 a right-of-way and depot site in the community near the waterfront was granted by the town to the Long Island Rail Road, but Oliver Charlick, then head of the road, got into a dispute with a number of landowners

Speed Plus — 180 Years Ago

Mar. 5th, 1772—A stage will run from Brooklyn to Sag Harbor once a week as follows: from Brooklyn Ferry, to Samuel Nicholl's, on Hempstead Plains, where passengers will stay all night. Fare four shillings.

To Epenctus Smith, at Smithtown, four shillings.

To Ben. Haven's in St. George Manor, four shillings, and stay all night.

To Nathan Fordham's, Sag Harbor, six shillings.

Thus a passenger may be conveyed 120 miles in three days, and on a pleasant road, for 18 shillings.

and, with characteristic obstinacy, refused to yield.

The idea of running tracks into the old village was dropped when Northport offered more liberal terms. The railroad built from Syosset to Northport, completing the line in April, 1868, the route passing more than two miles south of Huntington and leaving the village with no station near its center. At this time,



Cold Spring did not have any direct railroad access at all, no station having been built to serve it when the line was extended from Syosset. Cold Spring residents had to travel by stage or coach to Syosset or Huntington Station. Villagers became incensed over being frozen out, and eventually they won a station. It was built at the small settlement of Woodbury and called Cold Spring Harbor.

In 1870, the Long Island stimulated extension of the line by a subsidiary company, the Smithtown & Port Jefferson Railroad Company. The extension left the existing line at Northport Junction, on the highlands behind Northport village, and went on to Port Jefferson. The first station, originally known as East Northport, soon became known merely as Northport station, and the portion of the original line from the junction into the village was abandoned. For many years, an electric trolley line ran between the station and the heart of the village.

Line Extended Again

The next station after Northport was St. Johnland, which started as an Episcopalian charitable settlement. It later became the community of Kings Park, and the name of the community was adopted



Standing at the end of track at Port Jefferson in about 1880 is Engine 10 and two old wooden coaches. No. 10 was built in 1844, rebuilt in 1865.

by the railroad. The line then passed through Smithtown, St. James, Stony Brook and Setauket to Port Jefferson. Years later, a station was established at Flowerfield, between St. James and Stony Brook, to serve one of the great nurseries of the late John Lewis Childs. The nursery was abandoned many years ago, but a few trains still stop at Flowerfield although there is no real community there.

Still another extension of the line to Wading River, 10 miles beyond Port Jefferson, was built in 1895 by the Long Island Rail Road Company North Shore Branch, which immediately was merged with the Smithtown & Port Jefferson Railroad. The North Shore Branch company existed for a number of years and finally was merged early in this century with the Long Island Rail Road Company.

The present Oyster Bay Branch of the Long Island had its inception in 1865, when the Long Island built a branch from Mineola to Locust Valley. For many years it was known as the Locust Valley Branch. The right-of-way from Mineola to Glen Cove was obtained without any difficulty—no court actions or condemnation proceedings were necessary—and at very little expense by Stephen Taber, then a director of the company.

In 1889, the Oyster Bay Extension Railroad, which had been organized in 1886, built the line from Locust Valley to Oyster Bay and the extension was promptly merged with the Long Island.

The Flushing Tangle

The Flushing Railroads—The Flushing Railroad Company, one of the first serious competitors of the struggling Long Island, built from Hunters Point to Flushing in 1854. The Hunters Point terminal was then in a lumber yard south of the present Long Island City station, which actually serves now as a coach yard. Passengers were carried across the East River by a ferry to Fulton Ferry in New York City.

The route of the road was along Newtown Creek to Penny Bridge, where it swung eastward to Winfield and then on through Corona, then known as West Flushing, to a station on the site of the present Main St. Flushing station. The station at that time was on the southern end of the Village of Flushing.

The threat it presented of eventually extending well out on Long Island evaporated within three years, when it fell into the hands of a receiver. It was sold under foreclosure in 1858. A year later, Oliver Charlick's New York and Flushing Railroad Company took it over.

The next year things got still more complicated, for then E. B. Litchfield built the New York and Jamaica Railroad from Hunter's Point through Wood-



DINNER FOR CONDUCTOR—The East End boys are getting rather chummy these days, setting themselves up a whole series of dinners for men taking their pensions. Here the group celebrates at the third such shindig in the past couple of months, this time with Walter "Doc" Overton as the guest of honor. Above, Doc is presented with a wallet (filled, too) by Clarence "Classy" Seaman, retired conductor, while George Geignetter looks on. Below, the gang watches ceremony. Geignetter and George Bookstaver, both conductors, are the moving spirits behind the affairs. Other guests were retired conductors J. Purtill, C. Kempster, Allen Jewell and W. Hudson and retired engineer C. Spoonheimer.



side and Winfield to Jamaica, crossing the New York & Flushing at Winfield Junction, which became known as New York & Flushing Junction for a time. The New York & Jamaica was promptly deeded to the Long Island, which was being forced out of Brooklyn by objections to operation of steam locomotives on Brooklyn streets, and all Main Line trains ran from Jamaica to Hunter's Point, now Long Island City.

Things weren't going so well for the New York and Flushing, however. Its

service was poor and finally a group of Flushing citizens got together to build a competing road from Woodside to Flushing in the hope the Long Island would operate it. The line was intended to reach eventually to Whitestone. When it was about half completed, the New York & Flushing sold out to the Long Island and work on the Woodside line was dropped. The Long Island then operated the New York & Flushing as a branch to Flushing.

(To Be Continued)

Stores:

Shopping for a Railroad

KEEPING TABS ON 45,000 ITEMS 'FROM CRADLE TO GRAVE'

Practically every housewife has a little pad or scrap of paper somewhere in the kitchen, on which she jots down the things she needs from the grocer and the butcher.

The chances are she has to worry about something like 40 to 50 different items in stock to feed her family, wash the clothes and clean the house. And as any housewife will tell you, it's a good-sized job.

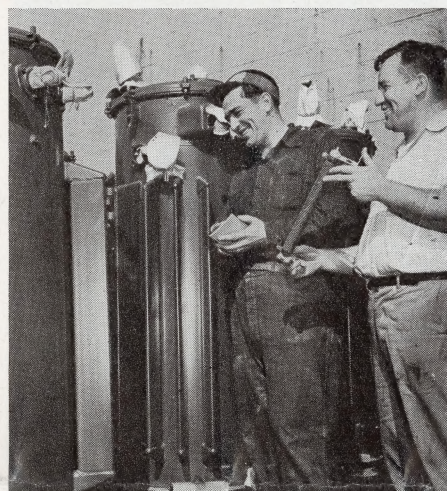
M. A. (Mickey) Baran isn't exactly a housewife, but he has the same basic set-up, except that it's multiplied thousands of times and constitutes a big business all by itself. For Mickey is the fellow whose department requisitions a fuel injector for a Diesel engine, a new needle for the upholstery shop, a new box of paper clips for the Treasurer's office or several thousand feet of rail for the Maintenance of Way Department.

The unglamorous title of "Stores Department" has been hung on the organization he heads. The title is descriptive of a part of the job it performs, but it by no means gives the uninitiated a true impression of the magnitude of the task.

Because of the vast number of facets of the railroad industry, there are not many people in any one department who know much about how the others work and operate. Not many office people, for instance, know much about motive power and what it takes to keep it running. And not many in motive power know much about the Traffic or Law departments.

Handles 45,000 Items

But Mickey and his aides are in a different position. Because they deal with every department and receive requisitions from each one, they must know something about how each operates and what it uses normally. They must be familiar with the various types and grades of paper used, the qualities of machine tools, the meaning of technical words and phrases, the use of all kinds of metals.



STUDY IN CONTRASTS—Variety of materials handled by Stores Department is shown in this photo of E. R. M. Baulch standing next to 2,550-pound 100 KVA transformer while E. A. Doris holds small resistor.

Every requisition for purchase of anything needed anywhere on the road goes through his office, and he and his people must have at least a working acquaintance with every phase of railroad operation and administration.

Stores handles an estimated 45,000 separate and distinct items, with the number growing constantly. There has been a gradual increase with the coming of the Diesel locomotive, which has far more parts than a steam engine. The stock-rooms also suddenly became jammed when Automatic Speed Control installations began last year and thousands of new items started coming in.

It is the responsibility of the department to record requisitions and check receipt of material as well as to keep an adequate stock of all standard classes of materials on hand at all times.

That task, simply enough stated, amounts to keeping stock of a complete private department store, a steel mill, machine shop, office building, lumber yard, plumbing, electrical and chemical supply houses and a bewildering collection of other specialized industries, all rolled into one.

Variety Spices Store's Life

Railroad purchases touch just about every conceivable kind of commodity somewhere along the line, including such diverse items as drugs, chemicals, metals, machinery, tools, oil, cement, brick, rubber and electrical equipment.

Mickey himself likes to point out that he and his staff handle everything from "a sewing machine needle to a 98,000-pound sub-station transformer."

Material orders handled daily by the

stores forces average between 1,000 and 1,200. In a single month, the department will record, check and pass for payment about 1,600 separate invoices. Mickey's staff works hand in glove with the Purchasing Department, which performs most of the actual buying.

Some items are handled singly, as the need arises, like a sub-station transformer or a reel of special wire for a specific telegraph and signal installation. Others run into six and seven-figure quantities, like the 4,500,000 gallons of Diesel fuel required each year to keep the 66 locomotives running.

Automatic Speed Control alone has become a major job with the Stores Department, for it has required more than 1,000 separate items designed specifically for the installation. Among them are 2,166,600 feet of train control wire for use on cars and locomotives, 115,560 feet of conduit pipe, 754,000 feet of various types of cable for use in the field, and 7,400 each of a score or more of types and sizes of conduit fittings, like tees and elbows.

In addition, there are thousands of standard electrical fittings, bolts, nuts, washers, roller bearings, cab indicators, relays, reactors and dozens of different kinds of transformers.

Weather Is Factor, Too

Not the least of Mickey's problems is



STOCKING UP — Robert L. Breinlinger, stockman, right, supervises work of attendant A. J. Wishensky as he puts new shipment of various electrical components on shelves at big Holban Yard storehouse.



Checking stock in one of the alleys at Morris Park stockroom are G. Marcovecchio, at left, and George Horen, who is in charge of the 24-hour operation. At top is a general view of the Stores office at Morris Park, with Mickey Baran leaning over desk at left.

the weather. Each year, he has to be sure that before winter sets in he has on hand 6,000 feet of snow fence, 3,300 snow brooms and 3,200 snow shovels, 615,000 pounds of rock salt, 30,000 pounds of calcium chloride and 18,000 gallons of snow-melting oil, among other things. And he has to remember that a bad winter, which will eat up those supplies fast, may also delay shipment of replacements.

To keep all the materials necessary for day-to-day operation, Stores operates storehouses at half a dozen points on the railroad. The principal store is at Morris Park for the Maintenance of Equipment Department, handling all locomotive and car materials. The variety of stock and parts requires the No. 1 store to be divided up among G. M. Horen, in charge of electrical and Diesel supplies; C. J. Leyendecker, in charge of paints, oils and plumbing, and E. H. Parson, who has charge of air brakes, wheels and manufacturing accounts.

Out at Holban Yard, R. L. Breinlinger is in charge of the sprawling storehouse which handles materials for freight car repairs, telegraph and signal work, including speed control, automatic crossing gate supplies, and cement, structural steel and other construction items.

Stockman E. Doris, also is at Holban, in charge of stores for sub-station projects. And in the Maintenance of Way yard at Holban, T. Fattaruso presides over the M. of W. Stores, which keeps score on rails, frogs, switches, spikes, tie plates, ties and all the other things that go into the construction and maintenance of track.

Sub-storehouses are maintained at Yard A, the passenger yard in Long Island City, at the Richmond Hill cleaning yard and at Bay Ridge, in the freight yard.

Essentially, the Stores Department is concerned with new material and the ordering and receipt of it. But there's another side, too. Each year, Stores collects and disposes of tons of scrap material of all kinds. In the first six months of this year, it sold 4,804,800 pounds of ferrous scrap, that is, scrap of an iron and steel nature. It also sold 338,139 pounds of non-ferrous scrap, including brass, copper, zinc, lead, aluminum and other metals besides iron and steel.

That puts Stores, from the standpoint of materials, in the position of the guardian "from the cradle to the grave"—overseeing the receipt of a new item, storing it for use, distributing it when needed, and collecting and disposing of it when it is worn out or no longer useful.

This is one of a series of articles covering lesser-known departments and agencies on the railroad, a series that was begun as a result of your requests in the recent poll of readers for more information about how your fellow workers fit into the over-all picture of railroading. If you have any suggestions or ideas, send them along to Room 313, Jamaica Station.

LONG ISLAND RAILROADER



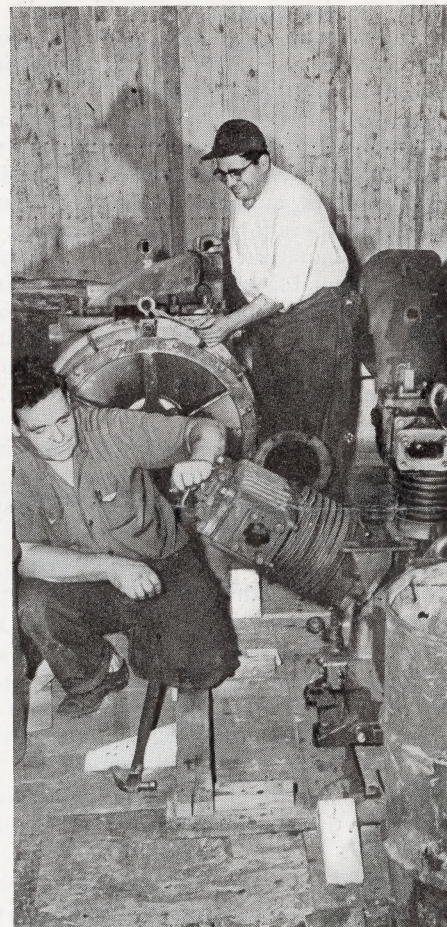
Taking inventory on switch frogs at Holban Yard Stores center is T. Fattaruso, who is in charge of track material storage and supplies.



This could be the loading or unloading dock of any big factory, but it's actually the receiving platform at Morris Park. Checking arriving shipment is Receiving Clerk Dominick Marmorale, while, left to right, Angleo DiSarle, James Pendella and Paul Jackson unload car.



Customers at Morris Park Store Department counter on second floor receive material needed in their respective shops. Stores Attendant John Malinowski, left, helps Eugene Iannachino of the truck shop and Henry Rich of the armature room stock up, while Emil Kmiotek of the Stores Department, wearing cap, waits to see if he has to get anything else. In foreground, Anthony Mauri compares specifications on order with those on a part.



Inside a freight car unloading material just received at Morris Park are A. J. Smith, kneeling, unpacking a new air compressor, and, at rear, Sal LaDolce removing fastenings on a big electric motor.

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Editor:

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Paul A. Blauvelt

Some Things Don't Change

We ask you to read the following carefully, and not to peek at the final paragraph until you've finished it. We think it may prove somewhat surprising to you.

Common courtesy is the business of every man who meets the public in any capacity, be it ever so humble.

Courtesy becomes a part of his trade, to be applied in the face of resistance, the same as it is a part of the carpenter's trade to apply a jack-plane on cross-grained wood, knots and even an occasional nail-head.

The man at the ticket window, the local agent, the gateman, the conductor, the trainman, or any man whose business it is to come in individual contact with the public, if he becomes skillful in his work, must learn to restrain himself from often doing that which is every man's natural instinct to do in meeting discourteous, impatient and unreasonable people.

If he is unable to do this he is unsuited by nature for his job, just as some men are unfitted by nature to the handling of tools. He must, in his own interest, find another job where he does not come in contact with the public.

Any man who comes in contact with the public will meet a lot of mean people.

Nearly all people are mean at some time.

But—few people are mean at all times.

The people who are mean in the morning are frequently kind enough at night.

Doctors say that the reason people are more irritable in the morning, or after they have been sleeping, is that their blood pressure is low—their circulation is not normal.

The man at the ticket window, the local agent, the gateman, the conductor and the trainman who is able to keep his temper and his voice low, and maintain himself with calmness, has a powerful weapon in his own defense with which to administer real punishment to his offenders.

All men are equal when they meet as patrons of the railroads, the theater, the hotel or any public or semi-public institution.

But when it becomes the business of one man to meet these same men in an official capacity, then that man becomes superior to the many by reason of his authority—it becomes his business, his trade, to meet the public, individually and collectively, and handle them efficiently, with the least possible friction and the most dispatch—with the least resistance to his authority.

This requires that he look above the weaknesses of individuals

FILLING THE THANKSGIVING PLATTER



in the crowd, and meet discourtesy with courtesy, unreasonableness with reason, impatience with patience.

The prosperity of every institution patronized by the public is absolutely dependent upon the good will of the individuals who comprise the public.

Every man in every position wants to mount higher, but merely wanting does not get him higher.

It is his performance of the immediate job that gets him higher.

Any man, in any position, who can suppress himself and return the good will of the institution that employs him for the ill will of that part of the public who will display it is surely making his own prosperity, making of himself a manager of men rather than just a man among men.

The man who comes in contact with the public in any capacity has opportunities for advancement over that of the man above him in a private office. His acts are a matter of observance on the part of the public; he has a natural opportunity for advertising his ability to the public that the man in the private office has not. The very man whose impatience he returns with patience may be the one to figuratively take him by the hand and lift him to a better job.

Returning good for evil is not just a religious law; it is a natural law. It is returning efficiency for deficiency.

The foregoing was written not just now but 40 years ago by David Gibson. It was contained in a little pamphlet made available to all employees then. Its advice is just as timely today as it was then.

COVER PHOTO—Photographer Bill Finn, who admits he knows very little about what a relay is used for, thought you might be interested in what one looks like anyway, so he shot H. R. Davis, stores attendant, reading the tag on one at the Holban Yard storehouse. The Holban building stocks thousands of items for speed control and crossing-gate work.

Fan Mail and Pan Mail from Our Customers

Most letters received by the railroad from passengers, of which it is possible to publish only a few in this department, are favorable. Those which are critical of employes are in the minority, indicating that most employes are doing their job well. It should be kept in mind that critical letters published here are not intended to reflect upon those whose work is well done.

Employes whose services are mentioned favorably all have been shown the complimentary letters and have been commended for their good work by Superintendent Stetson and their department heads.—THE EDITOR.

Appreciates Usher's Help

Dear Sirs:

I am writing this letter to an employe of your railroad, John W. F. Parker, an usher.



Usher Parker

I have been traveling your line daily for years and, not having regular hours, I use different trains. I have asked Mr. Parker numerous questions regarding trains and connections at Jamaica and stops at Bellmore and on every occasion he has given me

the information in an intelligent, courteous manner. You are to be congratulated on having such a man in your employ.

Please be kind enough to pass on to Mr. Parker my appreciation and thanks for all his help.

Respectfully yours,

EDWARD O. CONNELL

Bellmore, N. Y.

Praises Crew Members

Dear Sirs:

I should like to express my gratitude and appreciation to your company for the kindness and consideration shown me by two of your employes: Conductor Tyler Hudson of East Setauket and Trainman Thomas Nash of Richmond Hill.

I lost a pocketbook on a train out of Jamaica and it was returned to me intact the following noontime. The courtesy and efficiency of the whole proce-



Conductor Hudson



Trainman Nash

dure impressed me very much and I just wished to say so.

Gratefully yours,

RUTH G. GUILER

New York, N. Y.

Grateful to Trainman

The following letter was received recently by Trainman Russell M. Mann:

Dear Mr. Mann:

I have been informed that it was you who picked up my brief case on the Oyster Bay train last Monday evening and were kind enough to try to find me on the morning train back the next day. The bag has been picked up in Jamaica, and I was grateful to have it back.



Trainman Mann

Thank you very much for having done this favor for me, and I hope I

shall have the pleasure of meeting you on the train one of these days.

Sincerely,

HENRY N. WHITNEY

New York, N. Y.

Lauds Three Trainmen

Dear Sirs:

I know this is a rather belated acknowledgment and I'm sorry. One Sunday I had the misfortune of injuring both ankles and in-steps crossing a street and could barely stand. A kind person assisted me by seating me in the last car of the 4:10 p.m. train out of Long Beach. The trainman made me as comfortable as possible. Due to the pain I



Trainman Cornell

could not continue to Jamaica. Unknown to me, he secured the assistance of two other trainmen who were going off duty and they gave their time in carrying me off the train and downstairs to the street. They called a taxi, and did not leave me until they saw that I was made comfortable. This was at Valley Stream. Naturally, they had to wait themselves another hour for a train. My business necessitates my doing a great deal of traveling by bus, car, subway and trains and I have yet to see such wonderful courtesy and consideration as that shown me by the Long Island Rail Road employes.

Believe me when I say from now on no one can ever cast any reflections on the Long Island Rail Road in my presence.

I think this calls for a little acknowledgment on the part of the Railroad to those three men. Do not know their names and was too upset to thank them properly so am taking this way of doing so.

Most gratefully,

MRS. K. SCHOLING

New Hyde Park, N. Y.

The trainmen to whom Mrs. Scholing refers are T. F. Kohler, W. I. Russell and W. L. Cornell. By edition time we were unable to obtain photos of Mr. Kohler and Mr. Russell.

Commends Conductor

Dear Sir:

Although I am not known to the conductor who is on the Oyster Bay train that I sometimes use for commuting to New York during the rush hours, I should like to report to you that Jeff Skinner is the most affable and courteous and efficient trainman I have ever come in contact with. He has never done me any special favors but I



Conductor Skinner

should like to commend him highly to your office for the credit he is to your railroad.

Very truly yours,

H. E. McMAHON, M.D.

New York, N. Y.

Strictly Personal About Long Island Employees

M. of E. Department

By T. D. Nish

Certainly some folks don't get all the goodness out of a vacation, and in some cases, we understand why. John Kelley Jr. Electrician, stepping out of his craft, tried using a paint brush, and was partially successful. John found out painting and answering the phones didn't mix. It seems while getting down from the ladder to answer a call, he took the paint bucket with him. Of course Kelley's face was the color of—well, guess? Regardless, we all know Kell. Around the shops he is a smilax, and never without it.

Joe Farrell, Stockman in the Storekeeper's Office, seems the happiest guy in the world. He saw his young son, Rickey, attend school for the first time. A thrill, we admit, and something to crow about. The years will fly now, Joe, and before you know it, he'll be graduating. Tempus fugit.

How much can a mother love her son? Not so long ago, Bob Pierce, Truck Dispatcher, appeared in the RAILROADER. Mother thought he photographed so well she dispatched Bob for extra copies. Her request granted, and now she has enough pictures to pass around, Bless her.

What can we do to perk up Jenny Passara of the Storekeeper's Office? Says she can be full of fun. Let's see, Jennie, we can stand lots of sunshine—you know winter is coming.

Willie Warnecke, Store Attendant, is the flyweight of the Stores Department and he can't understand why. Says he eats and enjoys doing it. This we believe. Been seen with a "hero" in each hand, lurching, and when finished Willie is still hungry. Then we have a heavy-weight, Dominic Marmorale, Receiving Clerk, who can empty a freight car and clear the platforms single handed, and who doesn't eat—just a cigarette for lunch. Sees no reason why he's built like a two-by-four. As neither can solve their problems, suggest exchanging diets for one week, advising results, if able.

More good news along the "stork line"—Joe Salomone, Stockman in the Storekeeper's Office, announced the arrival of a baby boy. Still short, Joe, the score is only four to one—that is, four boys and one girl. You need nine Josephs for a full team. We're rooting. Charlie Kamm, Electrician, Oyster Bay, announced the arrival of an eight-pound-five baby boy. Jerry Terriall, Car Repairman, announced the arrival of a baby girl. Understand all are doing



RETIREMENT CEREMONY—Frank Crotty, foreground, machinist, receives watch and chrome-plated inspection hammer, gifts of his fellow workers, from J. J. Ortlieb, Engineer of Motive Power, marking his retirement after 29 years. Looking on at left is A. J. Senes, general foreman, locomotives, and Frank's son, Reginald, a machinist. Frank lives in Malverne.

nicely and we send out our best wishes for their health and happiness in the future.

Ronald Weiss, Electrician Apprentice, Just Married. Loads of luck to both. Now honeymooning, and on their return will step into their newly decorated apartment—all because Pop Weiss, Car Repairman, wanted the best for his darlings. Some Pop.

Daniel J. Norman, Car Repairman, Morris Park, who has been operated on for a serious illness, is now recuperating at the Veterans' Hospital, Brooklyn, and wishes to be remembered to his many friends, and says he is now receiving callers. We are all wishing for his speedy recovery.

Station Department

By Rose Giampaola

Henceforth, the department's correspondent will be Mrs. Giampaola, who has consented to take over from D. W. Richardson. He found his regular duties made it impossible to write the column regularly, but has promised to lend a hand whenever necessary. Rose, who probably won't need any help at all, is well known around the railroad, is full of vim and vigor and is extremely active in social groups.

Here we go again trying to fill up a column with practically no help from you folks.

Maybelle Foster, B. of I., has at last achieved a lifetime's ambition and has moved from Howard Beach to North Bellmore—Bill Tiedemann, please take note—don't raise the taxes in Bellmore.

C. E. Whiting, East New York; Ben Pims, Relief Clerk; Jim Cain, Agent, Queens Village, and Roscoe Hubbard, retired clerk from Calverton, are still on the sick list. While we wish them a speedy recovery through avenues of this column, we know very well how much they would appreciate cards or letters from their fellow workers.

Understand Helen Cammeran, retired from Flatbush Ave., is already starting to feel restless and missing all her old friends there. We're sure, Helen, if you have nothing to do, there's plenty of work for you to do in your spare time.

Gus Lockel is back from his honeymoon and on the job. Marriage does not seem to change "Gus."

George Meyer, Agent, East New York, recently was in for his 50-year button and we had the pleasure of meeting his wife for the first time. Now we can understand how George managed to last 50 years and still look good for another 50.

Our sincere wishes to Seth Hubbard, now in the Freight Train Master's Department, for his speedy recovery and return to work with us. Usually when an employe leaves our department for another department, we cross him off our list and have nothing more to do

with him, but in Seth's case, we feel that he is still part of us.

Why did Max Schatzman go to Florida on his vacation all alone? Explanations are in order, Max. Let's have them.

Agent McLean, Roslyn, is on vacation and since none of us has heard anything from him, we presume that he has been painting his apartment. Bill McDonald, Agent, Sayville, had a nice vacation and Joe Argust, Centre Moriches, at this writing is still on his. Bob Furman, Pt. Jefferson, has spent some time upstate and George Ayling, Central Islip, is still on his vacation at this writing and I have not heard a word from him.

Other folks on vacation include Chester and Marjie Smith, Mineola-Garden City; Emil Keller, Bellerose; Jake Luthe, Mineola-Garden City (how is the little "stinker?") Meyer Raynor, Race Track Clerk; Jerry Wright, Floral Park Freight; Joe Lang, Richmond Hill Freight; Al Brown, Oakdale; Carrie Heineke, Jamaica; Sam Capone; Far Rockaway. Incidentally, we understand that Jake Luthe and Fred Hartman, Deliveryman, Mineola-Garden City, high-tailed to Florida for their vacations. We don't know what happened but they both insist they came back to work to rest.

All the girls in the B. of I. want to particularly express their sense of loss and lamentations because Clerk Bob Fabricant is on vacation in Vermont.

Our sincere sympathy to Margaret Smith, Mineola-Garden City, on the recent passing of her mother.

Vivacious Linnie Wallace, L.I.C. Billing Clerk, has recently become a grandma. Some Grandma!

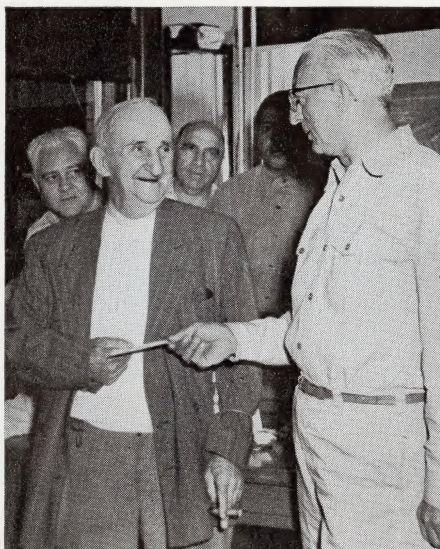
Clerk Harry Woolnough is walking on air these days. His son has returned from Korea after two years of active duty.

How is the Long Island City Bowling Team doing in the PRR-YMCA League? This team, consisting of Howard Springstead, Frank Eberling, Edward Noone, Louis Iaccone, Frank Smith and Harry Woolnough, has won two of the first three they have played.

Clerk Bob Wyman, L.I.C., was seen in a barber shop on 8th Ave., New York City, having his hair cut by a lady barber. I guess Bob likes the feel of a strange woman's hand running through what hair he has left.

Dwight Fordham, L.I.C., is sporting some rainbow-colored sport shirts these days. He said his wife bought them in California where she was visiting her sister during July and August. He also has another which he is afraid to wear—Flamingo Red.

A thing that does not seem possible—John Dwyer, L.I.C., took a motor trip to Brockton, Mass. to buy himself a pair



RETIRED—William R. Remmette, laborer in the Auto Truck Department, receives purse prepared by his fellow workers on his retirement Sept. 1 after 32 years of service. Making presentation is A. H. Luerssen, gang foreman, while Robert Pierce peers over Bill's shoulder. Also in rear are J. A. Roos and H. Morton. Bill, now in California, will always be famous for his ever-present cigar and smile.

of shoes as he claims this is a big shoe town and has wonderful shoes.

Birthday greetings during October to M. Fulkerson, H. E. Meyer, R. Wyman.

Accounting Department

By Charles J. Cavana

Our congratulations and best wishes to Mr. and Mrs. Charles Bull on their 25th wedding anniversary. Claire (Mrs. Bull) was the recipient of a corsage and party luncheon given by the payroll girls at Margie's Cafeteria in the building on the 17th of last month. Marge did herself proud again with her decorations of the luncheon table; party table cloth, flowers, etc., which all added to the party atmosphere, and a good time was had by all.

We've all been receiving cards from Margaret Eck, who is vacationing in St. Petersburg, Fla., and from all accounts, this being Margaret's first trip to St. Pete, she is having a wonderful time and making the best of every minute of it. We look for a colorful Margaret on her return. I might say she was warned about sitting out on those green benches; many a romance started there.

Fred Ekvall is back from vacation, fit as a fiddle. Says he and Mrs. Ekvall had a wonderful time visiting in Hartford, Conn., and also visiting with the grandchildren in Livingston, N. J.

Leon Goddard and family returned from a six-week trip to Barbados, West Indies, where they visited Leon's parents,

whom he hadn't seen for some years. Flew down via Pan American Airways to Puerto Rico, then British West Indian Airways to Barbados via Antigua. From all accounts, and the many photos Leon brought back with him, the island is a paradise. By the time the family all got together there were about 35, including children and grandchildren, some of whom came in from British Guiana and Trinidad. In fact, the only one missing was the son, who is a lieutenant commander in the Royal Canadian Navy, stationed at British Columbia. What a homecoming!

We've been looking for a visit from Ken Chambers and Eddie Buhl lately, both of whom have undergone serious surgery in the past couple of months. We're all hoping for your early return, fellows.

Have you noticed any change in Clara Haman lately? Boy, since she got back from Sun Valley, Idaho, and California, has she been getting the rush from the new boy friend! Flowers every weekend! If this continues we'll all be listening to bells before we know it, and I don't mean fire bells.

Chris Schrader took the family to Miami Beach for their vacation. He's back, brown as a berry, and insists the time was all too short to spend in such a wonderland. It was the family's first trip to this very prominent resort. Chris's uncle was holding a family reunion at his hotel at the Beach, so we can only imagine what a good time they really had.

October birthdays are being celebrated by Irene Breton, George Roser, Eleanor Byrne and Madeline Caine. Many happy returns, folks. Irene celebrated on Friday, Oct. 3, and her friends had a beautiful birthday cake baked by Margie, and I can assure you it was to the Queen's taste.

The vacationers in October include Clarence Wilkes, Chief Timekeeper, and Marvin Gregory, who will spend their vacations in Miami; Frank Barry, Mary Carver and your correspondent. Understand Mary and her hubby are motoring to the West Coast, visiting many resorts and places of interest on the way. Your correspondent and Mrs. Cavana will, in all probability, take a run up to Watertown, N. Y., to visit our daughter and son-in-law, who are celebrating their first wedding anniversary on the 20th, then to St. Petersburg, to thaw out and rest up for a tough winter.

Apparently I didn't miss much in the column last month, as I heard from no one after my appeal for information. Get in the habit of giving me a tip-off on what is happening in our department so that I may include in our column all items of interest to all of us. Thanks.

Police Department

By F. McCasland

Miscellaneous Item No. 1—Word has reached this office, through the usual grapevine, that a young chick (pullet, to you) was purchased with RR workers funds to keep the pet rooster at 6th Street company. No sooner had this purchase been made when an unidentified hen wandered into the vicinity of the bridges. Understand the pullet is going to name this unknown female as correspondent. More about same later.



RAILROADIN' ROOSTER—This is the first formal portrait of Pete, the rooster, and his harem at the Long Island City float bridges. Pete, at left, was found by Police Chief Valick and Sgt. Joe Schlotter, strung up on a nail in a box car, featherless and nearly dead. A committee of clerks, floatmen and engine crews took over and nursed Pete back to health, buying a companion, named Flo. Three days later another hen showed up mysteriously and was dubbed Sue. The three live happily under the eyes of Yardmaster John Colligan, who augments their feed with fried ham and liverwurst, except on Friday, when everyone eats fish.

Item No. 2 (Not so miscellaneous)—Understand Patrolman William Schmitt and wife are again proud parents: baby girl, date and time of arrival unknown. Congratulations anyway, and best of luck. Bill says don't send any presents—**JUST MONEY!!!** (Incidentally, never saw any cigars; this department must be going to the dogs.)

Just Plain Item No. 3—Members of the Department will be sorry to hear that our Sergeant Al Della Corte has left the department as of Sept. 1, 1952, to accept an appointment as Federal Mediator on the Federal Mediation Board, Washington, D. C. Our wishes for success and good luck go with you, Al, and don't ever be a stranger. Pen or pencil and postcards can always be gotten and a



SHARPSHOOTERS AT WORK—Some of the members of the Police Department Pistol Team at a practice session at the Freeport Police range. From left to right are Ptl. C. J. Schneider, Ptl. F. J. Klein, Sgt. M. T. Carroll, Sgt. M. Shepherd, Ptl. H. P. Jeffers, Ptl. C. W. Zimmerman and Chief J. C. Valick. Team is lining up matches with other roads.

word or two now and then will be looked forward to.

Item of Good Fortune!—Recently an item appeared in "Newsday" regarding our Sergeant Frank Carpenter. Seems a childhood sweetheart bequeathed him some \$40,000. What with taxes, etc., etc., there should still be enough left to enjoy when he retires. Sure glad to hear that some good fortune is befalling the men in our department. Enjoy it, Sarge.

So long until next month.

Chief Engineer

By Jean D. McBride

Question: "What's a Sure-Fire Way to Keep Young?"—Colonel Kasnitz: Never get mad at anything and you will stay young forever. . . . Eddie Schweinberg: Speaking as a married man, be happily married. Look at me, I look 21. . . . Mr. Pinard: Hold your temper and don't get excited. . . . Max Rheinbolt: Steer clear of the Dodgers. . . . Mr. Nicholson: Keep in touch with young children, particularly your own if you have them. Don't think too much of the past. . . . Tony Paradiso: Don't grow old. . . . Nick LaRocca: Eat yogurt, blackstrap molasses, wheatgerm, brewer's yeast and skimmed milk. . . . John Solarski: Have three children like me. If you have 33, that's how much younger you will keep. . . . "Cast Iron" Carpenter: Relax while doing a lot of fishing and work hard. . . . Yours Truly: I am young. . . . Frank Cowle: Take life very philosophically. Keep regularity in eating, drinking, love-making, don't get upset, keep your hair on, never get in any violent arguments about women, politics or religion. I also play with my dog. . . . George Patton: Keep your hat on in the office all day (you lose your hat if you blow your top) . . . Dave McCoy: Eat a lot of meat. . . .

Bruce Hallowell: Keep looking 'em over. . . . Mr. Post: Be born on February 29th.

Ed Sovik must be studying to be a psychiatrist because when a pretty girl enters the room, he looks at everybody else.

Mr. Higginbottom recently attended a convention in Quebec and found out that it is the only fortified city on the American continent. He doesn't understand French except for the two little words "Mai Oui", the name of a perfume his wife has. In a restaurant a waiter, in French, gave him the choice of a fish dinner, steak dinner, or vegetable plate and he answered "Mai Oui", and got all three.

Jamaica Station

By Maureen Murphy

Problem of the month: How to fit all the gossip of Jamaica Station into a few lines. Using the dot-dash system, here's a skeleton outline of wha' hopen' in September.

Superintendent's: Aside to Mrs. Langman—We're all green with envy over that beautiful Florida tan. And judging from the pictures, the long-awaited Southern jaunt was a huge success.

Chief Operating Officer: Lil McNiff's big grin these days may be directly attributed to her reunion with Joe. Incidentally, he's getting to be quite a chef. You never had it so good, Lil.

Treasurer's Office: We had a lot of faith in Yvonne 'til we found out she's a Yankee rooter. Oh well, you heard about "next year" Mrs. S.

Personnel: George Thurlow finally couped from a stiff bout with ye olde virus. Looks as good as new—even better. Now Georgi!!!

Pass. Train Service

By Edward J. Corcoran

Tuesday, November 4, is Election Day. Don't forget — vote!!!

A very happy birthday to the following who were born in November:

T. J. Bates	N. F. Murphy
J. V. Bonafede	Patricia Mancini
E. M. Butcher	Richard Mancini
V. P. Cavella	G. E. Murtagh
Edward J. Corcoran	F. H. Neuman
R. F. Cordon	C. C. Newfield
J. M. Catrone	Margaret Nastri
P. J. Cunneane	J. M. O'Donnell
H. W. Eckert, Jr.	Joan M. Petry
J. F. Fearn	Cosimo Panetta
Mrs. J. H. Fowler	Alva Powell
Stanley Frost	Raymond Pigeon
Karl Gerstenberg	Allan H. Petry
Carletta R. Henri	L. A. Pollio
J. J. Henley	J. A. Roser
Walter Hartwig	C. W. Sparrow
R. W. Helm	W. A. Sparrow
C. H. Hill	W. F. Sax
Emil Kaelberger	W. E. Scapellhorn
E. J. Kelly	Joseph Schiffer
Charles Kempinski	C. I. Scott
E. H. Kirschman	J. R. Scurry
L. A. Kling	H. M. Shregast
G. M. Koehler	Felix M. Smith
Charles Konrath	F. H. Van Bell
Gerald Katz	H. H. Van Nostrand
J. W. Kreuzberg	E. C. Walker
Donald Lavella	W. H. Winter
E. W. Linsenmeyer	J. J. Woods
Robert Lloyd	H. E. Yerks
Mrs. Russell Mann, Jr.	G. A. Young, Jr.
V. J. McManus	Alexan H. Zorayan
H. F. Meador	

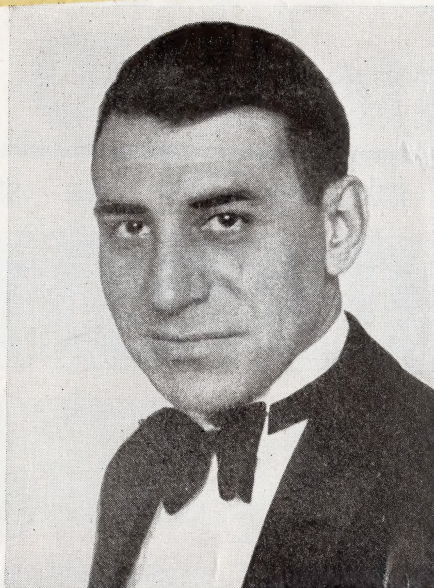
Good wishes to Conductor G. J. Fuchs and his wife on their wedding anniversary.

Seventh annual dance and entertainment of Pennsylvania-Long Island Rail Road's Holy Name Unit will be held Friday evening, November 14, in the Grand Ball Room of the Hotel Statler. Tickets can be obtained from Conductors Harold Riley, W. V. Farrell, J. E. Sweeney, Felix Connally, C. L. Haddon, G. M. Flynn, and J. R. Scurry. A good time is promised to all who attend.

Joe Rothman of the Crew Dispatchers' office has become a grandfather again. Daughter Barbara gave birth to a baby boy named Gregg . . . a future Dodger!

Trainman G. J. Lavelle, tired of staying in rear cars on account of speed control, got very lonesome. So what happens??? George took himself a wife. Now George can have company.

Mr. and Mrs. Oscar Rohr just returned from a trip to California. They visited relatives in Detroit and Los Angeles. Both returned tired but happy from their enjoyable trip.

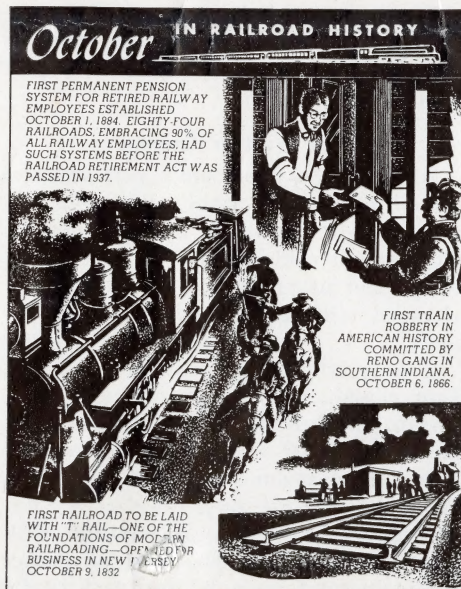


OTTO RUTZ—His recent death ended more than 25 years of faithful service as a freight solicitor on Long Island. A number of employees asked that his picture and a tribute to his willingness to give of his time and talents be printed in memoriam. Otto was known to hundreds of Long Islanders as an accomplished pianist who gave unstintingly whenever a railroad show or public entertainment was in the works. He was 48 at his death.

Edward J. Maze

Edward J. Maze, who entered Long Island service in 1907, died Sept. 20 while returning from the Woodward Governor plant in Rockford, Ill., after attending the plant's school of instruction on Woodward Governors, used on Long Island Diesel engines.

Mr. Maze, who was 67, became ill aboard the train near Lewiston, Pa., and was taken to a nearby hospital, where he died on arrival. He had been planning to stop off at Annadale, Va., to visit his daughter.



Division Operator

By George E. Sullivan

What happened to the "Clam Bake" a certain despatcher was going to give to his associates??? This Rembrandt of the LIRR painted an inviting picture of bowls brimming over with steamed claims, attended by tureens of melted butter sauce and beautiful girls. Ears of golden corn and beautiful girls . . . Frankfurters sizzling on the grill and beautiful girls . . . Drinks, both soft and hard, and beautiful girls.

Evidently, this renowned artist did not use the right kind of pigments in his oils. His masterpiece has faded into oblivion. . . . Not that we mind too much, but think of the beautiful girls. Do not be discouraged, fellows, maybe T.E. will invite us for "Thanksgiving Dinner." ???

Mike Kobelski up looking over Niagara Falls. Mike, if you are entertaining any idea of going over the Falls in a barrel, perish the thought before you perish. That king-size shower bath is a very rough customer. Instead of receiving the plaudits of the populace you will be getting soft music and pall-bearers. Come home, Mike, all is forgiven.

Ed Weinberger has become one of those hardy individuals known as "Surf Casters." If you happen to visit Fire Island Inlet, or Jones Beach when the tide is high, whether it be in the haze of the dawn or the dusk of the evening, and you gaze toward the sea, you will see silhouetted against the horizon the stalwart figure of our Eddie. There he stands, knee deep in the turbulent waters of the ocean, trying to snare a dandy of the deep. Casting! Casting! And casting some more. In fact, he cast all of his rigging into the ocean.

He may not be the best fisherman, but his sartorial splendor will put the best looking blue fish or bass to shame. We would advise him to try the Lake in Prospect Park. It may not be as picturesque, but it is not as hazardous, nor as strenuous, and a whole lot cheaper. No fish either!!!

Ethel and John Mayers vacationing on the Florida Keys. John expects to catch some big ones or tell some Big ones. Ethel is the "Queens" heroine who did a switch on "The Boy Who Stood On The Burning Deck."

Yours Truly being a Dodger Fan, extends his deepest sympathy to all the other Dodger Fans. It seems the "Bums" are always the "Best Men" but never the "Grooms."

WHERE AM I?—The Sperry car is working its way slowly westward at Mineola. The diverging tracks at left are the Oyster Bay Branch.

a clean slate is NO ACCIDENT



WIPE THE SLATE CLEAN!—These slates show total ICC-reportable accidents to L.I.R.R. employees by months for 1938, 1951 and 1952.

Bad Weather Ahead Demands Vigilance

light. It is difficult to understand how, under the most favorable conditions of work, so many accidents could occur. It is a clear indication that we can not afford to relax our efforts to practice safety during every moment of our working hours.

The following is the dismal picture of how some of these accidents happened:

- A slip on a piece of carbon paper on an office floor.
- A shoulder struck on a pole at the entrance to an industrial track.
- A slip on the ground—three cases on dry ground in the daylight.
- A hammer flew up when a car jack was dropped on it.
- A strain resulted from lifting a journal box.
- A strain developed from opening a car door.

EMPLOYEE INJURIES BY DEPARTMENTS

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Total
M. of E.	6	1	4	0	1	0	2	0	3	17
M. W. & S.	0	2	2	2	0	0	0	1	2	9
Passenger Service	5	2	1	1	2	2	1	1	4	19
Freight Service	6	2	3	4	4	6	3	5	4	37
Engine Service	0	1	0	0	0	0	2	1	1	5
Station	0	0	0	0	0	0	0	0	1	1
Marine	0	0	0	1	0	0	0	0	0	1
Division Operator	0	0	0	0	0	0	0	0	1	1
Police	0	0	0	0	0	0	0	0	0	0
Stores	0	1	0	1	0	0	0	0	0	2
Total	17	9	10	9	7	8	8	8	15	92

- A car door closed on fingers.
- A foot injury from stepping on a nail in a board.
- Three infections resulting from minor injuries.

These are typical cases. Good house-keeping would have prevented some of them. Use of eyesight would have prevented others.

Bad Weather Coming

After such a poor safety performance, under the most favorable conditions, we are naturally concerned over the months ahead, with cold and winter weather to come. Let us take stock of some of the changed circumstances we will have to meet.

Cold weather means car doors must be kept closed. Car doors catch fingers, if you do not face them. Heated steam cars mean coupling and uncoupling steam hoses. Live steam will burn wrists and hot water will fill shoes if valves are not first tightly closed when uncoupling. Multiple unit heater switches give off flashes if one does not grasp the insulated handle

properly and operate the switch with a continuous movement.

Ice and snow are slippery under foot. Frozen ground is pretty hard if one falls on it. Rails, ties and other objects get covered with snow. Be that much more careful of your footing.

Strains are more prevalent in cold weather because one's muscles are more apt to be tightened up. When lifting be sure to place yourself squarely before the object and use the leg muscles instead of the stomach. Avoid sudden twists and turns to safeguard that sacroiliac. Yes, one must indeed be alert.

The World Series should be a lesson to us. More than one game was won by coming from behind. Getting back to the records again, let's determine to overcome that January and September handicap. In October, 1951, five reportable accidents occurred. Let's beat that record, too. We can, if each of us uses those seven senses—sight, taste, touch, smell, hearing, horse and common.

Safety Hound

